JANUARY-FEBRUARY 1992
VOLUME 11 NUMBER 1

Yankee WINGS

THE MAGAZINE OF THE YANKEE AIR FORCE

the Blue Max

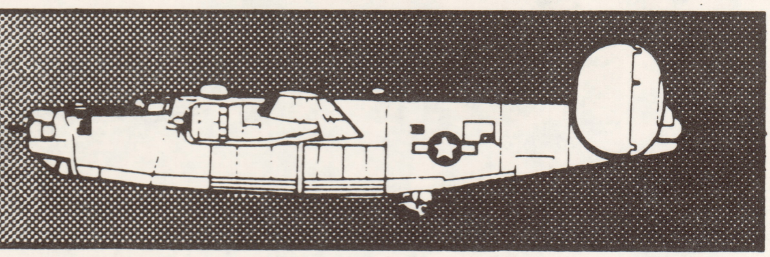
80 - M. von Richthofen
62 - E. Udet
53 - E. Loewenhardt
48 - W. Voss
45 - F. Rumey
44 - R. Berthold
43 - P. Bäumer
41 - J. Jacobs
41 - B. Loerzer
40 - O. Boelcke
40 - F. Büchner
40 - [illegible]on Richthofen
[illegible]. Gontermann
[illegible]-K. Menckhoff
[illegible]6 - M. Müller
[illegible]5 - J. Buckler
[illegible] - G. Dörr
[illegible]E. R. von Schleich
[illegible] Veltjens
33 - H. [illegible]ngartz
33 - O. Koennecke
33 - K. Wolff
32 - T. Osterkamp
32 - E. Thuy
31 - P. Billik
31 - K. Bolle
31 - G. Sachsenberg
30 - K. Allmenröder
30 - K. Degelow
30 - H. Kroll
30 - J. Mai
30 - U. Neckel
30 - K. Schaefer
29 - H. Frommerz
28 - W. Blume
28 - W. von Bülow
28 - F. von Röth
27 - F. Bernert
27 - O. Fruhner
27 - H. Kirschstein
27 - K. Thom
27 - A. von Tutschek
27 - K. Wüsthoff
26 - H. Auffahrt
26 - O. von Boenigk
26 - E. Dostler
26 - A. Laumann
23 - H. Becker
23 - G. Meyer
22 - H. Göring

YANKEE AIR FORCE

1991 ANNUAL REPORTS
plus...
- **YAF Gets An Argosy**
- **F-15 Eagle**

...and more!

Yankee WINGS



Inside Yankee Wings...

Official Publication of The Yankee Air Force©

Yankee Wings continues the tradition of starting a new year with annual reports of YAF activities during the previous year. Our sincere thanks is extended to those who responded to my request for input. Each of them could have legitimately refused, due to lack of time.

Two major themes seem to emerge from every report, regardless of the area cited: First, the Yankee Air Force is alive and prospering. Sure, we have problems, not the least of which is insufficient money and resources, but that hasn't stopped the accomplishment of dozens of worthwhile endeavors.

Secondly, a large number of people have donated their time and talents toward the success of the organization. What did they receive in return? No more than a pat on the back and personal pride of accomplishment. A few may be recognized with an annual achievement award, or a mention at a membership meeting or in a newsletter, but the majority won't even get that.

Here is where you can make a difference. If, when reading these reports you are impressed with the progress made in some area or on a project, and you know someone who contributed to that progress – mention it to him/her, and add your own "Well done!" Perhaps you could even ask how it was done, or other details which show them you're interested. This will also help you to feel better about your YAF. For the primary strength of the Yankee Air Force is not the number of *heads* or *dollars* at work, nearly so much as it is the number of *hands*.

~ *Jim Hanford*

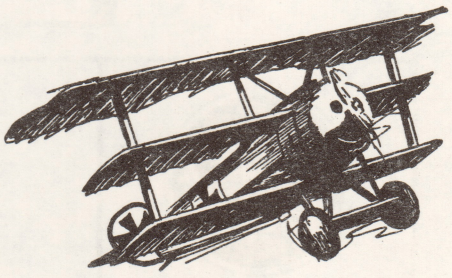
CONTENTS

The State of the YAF - A/R*
~ *Joseph W. Oberlee*.....3
The Odyssey of an Argosy
~ *Jim Hanford*.....4
Flyable Aircraft A/R*
~ *Ray Hunter*.....7
Treasurer's Report A/R*
~ *Kathie Dallape*.....8
Tale Spins: F-15 Eagle
~ *Jack B. Stankrauff*.....11
Retail Sales A/R*
~ *Louise Greenwald*.....13
Library A/R*
~ *Harold Sherman*.....13
Static Aircraft A/R*
~ *Barb Savickas*.....14
Board Report
~ *Jim Hanford*.....16
B-17 Co-op Semi Annual
Meeting ~ *Nancy Lockwood*...17
Saginaw Valley A/R*
~ *Kenneth Pol*.....18
Membership Report
~ *Charlie Lingenfelter*.....19
Wisconsin/Illinois A/R*
~ *Larry A. Wixom*.....20
Northeast A/R*
~ *John D. Golderer*.....21
Museumology
~ *Brian Rogers*.....22
Reunions.....22
Library Needs
~ *Harold Sherman*.....23
Obituaries.....23
The Write Stuff.....23
Calendar.....24
* = Annual Report

On the Cover...

Artist **Jim Serdenis** calls attention to "The Blue Max," the name by which German pilots in WWI referred to the coveted "Order Pou le Merite." The highest recognition of bravery awarded by the German Empire, its origin goes back to the 1660s. It could be awarded with or without gold oak leaves, and it was always worn around the neck. The Maltese cross was blue and gold on a black and white ribbon.

The list of recipients reads like a "Who's Who" of German aviators, whose names are preceded by their victory totals. Several, including Ernst Udet, Theo Osterkamp and Hermann Goring, made significant contributions to the Luftwaffe prior to and during WWII.



Line art in this issue courtesy of Squadron Signal Mail Order, unless otherwise noted.

ANNUAL REPORT

The State of the Yankee Air Force

by Joseph W. (Joe) Oberlee
President, Yankee Air Force, Inc.

1991 signalled several areas of growth and change for the Yankee Air Force.

As our 10th anniversary unfolded, we were actively involved in the planning of a Dinner-Dance with the Tuskegee Airmen. It proved to be a very enjoyable event and an opportunity to meet with several veterans with a very different perspective of World War II and its results. Most of us have a difficult time understanding a returning "war hero" being denied access to restaurants, jobs, transportation, schools, housing and honest respect because of skin color. I felt privileged to meet and share a meal with these fine gentlemen. It is an event that should be repeated. Many thanks to the planners and workers who made it possible.

The Yankee Air Museum became better known throughout the national museum community by having members attend the American Association of Museums' special conference on aviation museums. These conferences were held in February at the National Air and Space Museum facilities. **John Snider** and **Ralph Gilpin** returned with a series of great photos and cassette recordings, and a resolve to increase our visibility as a museum. Some of the contacts made have already proven valuable, and the 1992 seminars should further these relationships. One of the key things learned was that it is very difficult to balance a static versus a flyable museum collection. Most others who are attempting this were very impressed with our progress and our balance. Keeping this balance is a difficult task. The glamor of flight presents a constant challenge to those who try to make the fixed displays vibrant and educational. We must remember that we are first and foremost a museum. Taking the "flyable" museum to others at remote locations is only part of our total offerings to the community.

Our January National Board Meeting faced very heavy competition for our attention; the Gulf War started a mere 40 minutes before our meeting. It was especially gratifying to know that it was over in such quick fashion. What a pleasure to welcome home the Yankee Air Force members, their friends, and our extended family of military members who have helped us by participating in our special events over the last decade. Our thanks and good thoughts to all who served us well throughout DESERT SHIELD and DESERT STORM.

Major General **Richard Bodycombe**, USAFR retired, was the key speaker at our Memorial Day ceremonies. Everyone's mind was occupied with fresh memories of the high technology, fast warfare we had just witnessed in the Persian Gulf. General Bodycombe, a Yankee Air Force member and our chief pilot, reminded us that warfare is still a people activity; a fitting tribute to the men and women we paused to remember. One of the most difficult tasks I had to complete this past year was reading the list of deceased Yankee Air Force members. I hope and pray that the list does not grow before Memorial Day 1992.

Our fiscal condition is an ever present concern for the officers of this corporation. It was a pleasure to know that we had retired a major portion of the first loan to purchase our B-17 *Yankee Lady*. Thank yous to those members who guaranteed this first YAF loan. Thank yous to **Kathie Dallape** for working hard to earn the Yankee Air Force a first rate credit rating. We still have lots of indebtedness, but we have the confidence that we can honor our commitments. This confidence comes from our growth and the dedication of our members.

A major area of growth potential lies within our four remote divisions. New leases were negotiated for two of our divisions. The Northeast Division has relocated to Sussex, New Jersey, and is in the process of establishing new headquarters and museum facilities. This same type of endeavor has occupied the Mid-Michigan Division as it moved from Flint's Bishop Airport to the DuPont-Lapeer Airport in Lapeer, Michigan. The Mid-Michigan members even managed to stage an event there in 1991. A successful Pancake Breakfast and Open House was held with the aid and support of members from both the Saginaw Valley Division and the Headquarters or Willow Run Division. It is very heartwarming to see the Divisions help each other with their projects and then to enjoy each others' company at a picnic or holiday dinner.

It is difficult to imagine that the Yankee Air Force is now 10 years old. Thanks must go out to the members and their families for making this dream a decade-old reality. As we start our 11th year, we must keep this dream alive. 1991 saw us acquire additional aircraft for display; most notable was the Argosy's arrival December 29th. Our B-25 once again thundered into the air, to share the cheers and joy of the workers and pilots who worked so hard to make her airworthy again. Our crews and pilots are some of the best there are. Our collective "hats off" to the members who make our flyable aircraft the travelling museum they have become. Under the leadership of **Fred Lockwood** and **Norm Ellickson**, our maintenance and restoration crews have become the envy of many in the aviation community. It is terrific when other warbird owners seek our advice and guidance.

By far the largest project we have ever undertaken has been the restoration of our B-17. The *Yankee Lady* is still several months away from that first flight. Doing it right is better than doing it fast. We should all take great pride in the thoroughness and *(continued on page 15)*

THE ODYSSEY OF AN ARGOSY

by Jim Hanford

Using the inboard engines, the No. 1 Armstrong-Whitworth Argosy taxis on the ramp by the Yankee Air Museum during snow showers at Willow Run on December 29, 1991. (C. Lingenfelter photo)

December 29, 1991, saw the addition of an extremely rare aircraft to the Yankee Air Force collection at Willow Run – an Armstrong-Whitworth Argosy, Registration Number N896U. Most people have probably never heard of an Argosy, which was nicknamed the "Whistling Wheelbarrow," yet it was the second aircraft type by the British manufacturer to bear that name.

The first Argosy left a firm mark on the history of air transport, although only seven examples were built. It was a tri-motor, wood-and-fabric biplane with three rudders between two horizontal stabilizers, much like a box kite. The flight crew occupied an open cockpit above the nose-mounted engine, while 18-20 passengers enjoyed the comfort of wicker chairs along both sides of an enclosed fuselage. First flown on March 16, 1926, they were operated by Imperial Airways on London-Paris lunchtime flights, and later on flights to Central Africa. The last of the group was phased out in 1936.

The A. W. 650

The second Argosy, a civil transport, was given the company designation A. W. 650. It resembles the Fairchild C-119 Flying Boxcar in that both types have a central fuselage pod mounted on a high wing between two booms, each of which supports an engine, a main landing gear, and the vertical tail. The Argosy, however, carries two more engines, outboard of the booms. Other features include a hydraulically-operated swing-open nose (with built-in stool and sink) and tail, and small rollers in the floor to allow roll-on/ roll-off cargo loading. The cargo floor was designated at truck-bed height to further expedite cargo ops.

An initial production run of ten Series 100 airframes was built as a private venture. There was no prototype as such, but N896U, then registered G-AOZZ, was the very first of the type. Construction began early in 1957, and her first flight was January 8, 1959. First deliveries were made in 1960 to Miami-based Riddle Airlines, which bought the first seven for hauling freight for the USAF Logistical Air Command (Logair). A second run of ten was planned as the 200 series, but only seven were completed and flown. These were converted to Series 220 standards, which included 2,100 ehp Rolls-Royce Dart 532/1 turboprop engines, wider front and rear door aperatures, and increased weights and balances.

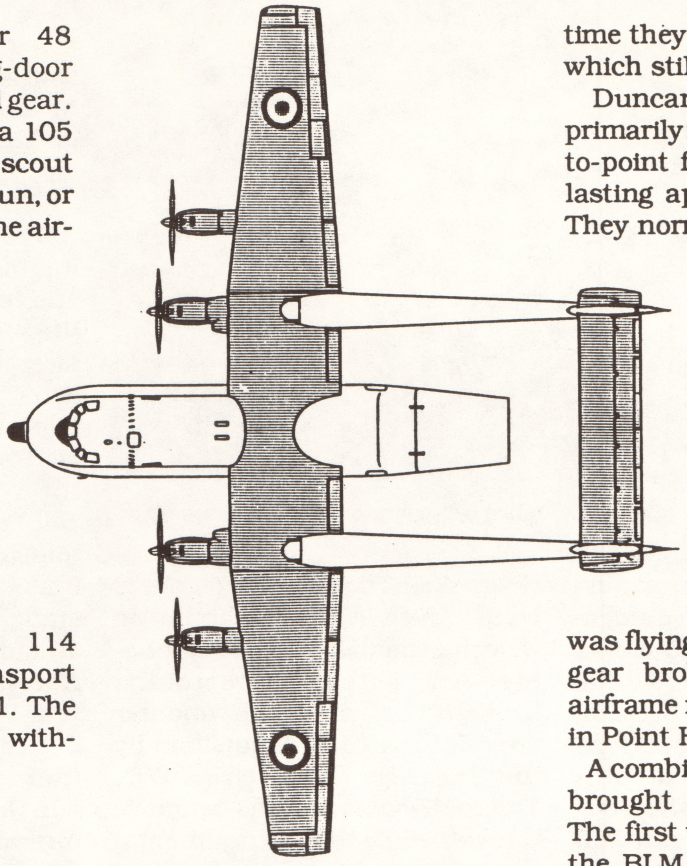
Military Argosies

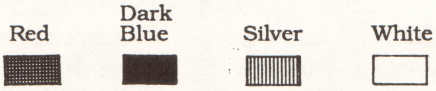
The A. W. 660 Argosy C.1 was developed for the RAF from the A. W. 650 model. The fuselage was extensively redesigned. The side-swinging nose and tail were sacrificed for "crocodile-jaw" rear loading doors, which could be opened in flight, while a radome and a compartment for a paratroop jump-master were installed in the nose. It was equipped for in-flight refuelling, had a pressurized cabin, and also had a robust landing gear for operations from semi-prepared fields. It was powered by four 2,470 ehp Rolls-Royce R. Da. 8 Mk. 101 turboprops.

During conventional transport operations the C.1 could carry 60

Crew for the final flight of N896U stand at the forward end of the cargo bay. Left to right are Harry Barr of Duncan Aviation, and YAF members Norm Ellickson, Jim Ledbetter and Les Marshall. (A. Hanford photo)

fully-equipped troops or 48 stretcher cases, the loading-door area being used for personal gear. Equipment loads included a 105 mm pack howitzer, Ferret scout car and Wombat anti-tank gun, or a Saracen armored car. In the air-delivery role it carried 54 paratroopers or two pallets, each carrying 14,000 pounds of equipment. In all, 56 C.1s were delivered between 1961 and 1964, and the type officially entered service with No. 114 Squadron of RAF Transport Command on March 4, 1961. The last military Argosies were withdrawn in 1971.





Civilian Operations

Not so for the civil versions, some of which soldiered on for another 20 years. When Riddle's Logair contract expired in 1962, five aircraft were taken over by Capitol Airlines in Nashville, Indiana, for Logair work. The other two were leased by Calhoun Equipment & Servicing Company of Wilmington, Delaware, to Zantop Air Transport at Willow Run, also for Logair hauling. Calhoun acquired one of Capitol's aircraft in 1964, and two years later bought the other four. All were leased to Zantop, who was now the sole Logair contractor. One aircraft was lost in 1965 as a result of a forced landing. In 1966 Zantop was bought out by Universal Airlines. Two years later UAL reregistered several of its Argosies with numbers ending in "U". G-AOZZ now became N896U, and when the Logair contract expired in 1969, it was placed in storage at Marana, Arizona. In June of 1972, following Universal's bankruptcy, Zantop resumed operations at Willow Run, flying DC-6s and Convair 640s.

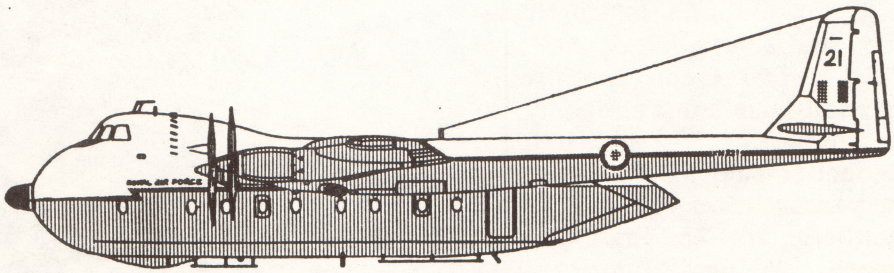
Enter Duncan Aviation

In 1959 Donald Duncan and Harry Barr founded Duncan Aviation in Lincoln, Nebraska. Duncan's son, Robert, later joined the firm as a third partner. Much of their business involved carrying personnel and cargo to and within Alaska in a C-119 for the Alaskan Bureau of Land Management. By 1971 the BLM wanted something better, and it was suggested that Barr check out an Argosy at Marana. He leased N896U for the season, and it worked out so well that the next year, Duncan acquired two more from Universal. About the same time they bought an ex-RAF C.1, which still flies as N1430Z.

Duncan has flown the Argosies primarily in Alaska, hauling point-to-point freight during a season lasting approximately 125 days. They normally used two aircraft, except in 1974, when two aircraft were written off as a result of accidents. One crashed while attempting to take off with an elevator lock still in place. Barr himself was flying the other when a main gear broke on landing. That airframe now houses a boys' club in Point Hope.

A combination of circumstances brought N896U to Willow Run. The first was a position taken by the BLM that, after 20 years of faithful service by Argosies, their future requirements could be better met by the Lockheed C-130 Hercules. By this time, the other two Argosy operators, IPEC in Australia and SAFE Air in New Zealand, had withdrawn their aircraft from service. As a result, additional pressure was brought to bear by British Aerospace Corp., a consortium of several former British aircraft manufacturers, including Armstrong-Whitworth. BAC was obligated to continue certain manufacturer's support functions, such as safety modifications. Although Duncan could have supported their two ships for five more years, BAC wanted to close their department.

Gene Smith's story on N896U in the November 1991 Air *Clas-*



Argosy Mk. C.1 of No. 114 Squadron, RAF, shows the nose-mounted radome. (Air Ministry)

sics mentioned that Duncan would "...likely donate both flyable airframes to museums..." N1430Z was subsequently turned over to the Donald Douglas Museum in Santa Monica, California. N896U was offered to both the U.S. Air Force Museum in Dayton and the Confederate Air Force, both of which declined, because it was not consistent with their collections. Yankee Air Force member **Norm Ellickson** wasted little time in suggesting the YAF as a suitable home. Negotiations were conducted by telephone, and finally an agreement was reached: Robert Duncan donated N896U to the YAF.

N896U's Final Flight

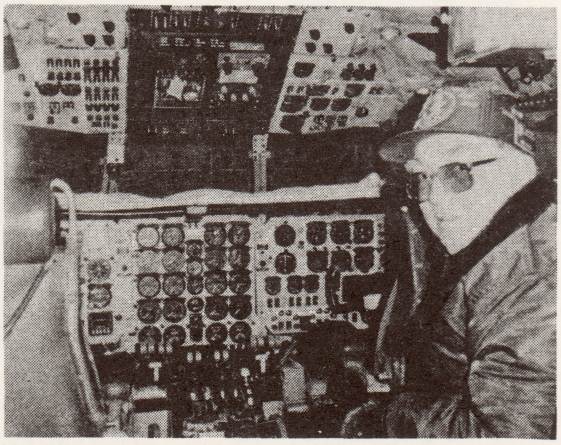
Barr, executive vice-president of Duncan Aviation, flew the right seat on the flight to Willow Run. He was joined by Ellickson and YAF members **Jim Ledbetter** and **Les Marshall**. In the right seat was Ledbetter, a former pilot with Zantop and Universal, who had flown this very airplane in the late sixties. He recalled that the nose and tail doors allowed both on-load and off-loading at the same time. He had personally off-loaded in as little as ten minutes.

Referring to the last flight Ledbetter said, "Everything was very smooth; no weather until we got here...240-250 knots ground speed. [We had] 2 hours and 44 minutes flight time from Lincoln, Nebraska. Those YAF members who braved a snow shower to welcome them home would probably not agree. Incidentally, Ledbetter had also flown another aircraft prior to its acquisition by the YAF. He flew their C-47D, *Yankee Doodle Dandy*, when it was owned by the Environmental Research Institute of Michigan (ERIM), for whom he currently flies a Convair 580 and a De Havilland Caribou.

For Marshall the flight was also full of nostalgia, because he helped breathe life into N896U and her sister ships in Badington, England. "I wouldn't have missed it for all the tea in China," he said, with a mile-wide grin on his face. Marshall was hired by Armstrong-Whitworth in 1935, and eventually became a fitter (mechanic). He was sent to the United States in 1961 as part of the manufacturer's support staff. In 1964 he emigrated to Detroit and joined Zantop, where he still works as the Director of Technical Support. He had no assigned duties on the flight, but he made sure everything was tied down.

What are the YAF's plans for N896U? "The aircraft is here, and it is ours, and what to do with it is still to be determined," said YAF Vice-President **John Snider**. The aircraft is fully airworthy, but with a fuel consumption of 500 gallons per hour (about $16.75 a minute at 1991 prices), it is doubtful that the YAF will fly it. Ultimately it will be up to the Board of Directors to decide whether to maintain it as a flyable aircraft or a static display. The Board has already taken action to award **Harry Barr** an honorary five-year YAF membership for his role in returning N896U to Willow Run.

In the interim, Director of Static Aircraft **Lee Bassett** has been appointed as crew chief. Bassett noted that the aircraft is well-preserved, however he still intends to clean it up, touch it up, and apply RAF markings. In addition he will "pickle" the engines for long-term preservation, and construct entrance and exit steps to facilitate public access to the interior. Not surprisingly, he anticipates some help from current or past ERIM and Zantop employees. It ought to be a very attractive exhibit at YAF events and Willow Run Air Shows, since its very arrival generated publicity in the Detroit and Ypsilanti newspapers, as well as on local TV. ✪



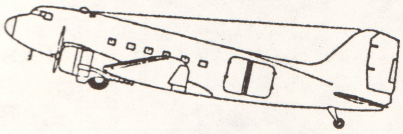
Andy Szerdi checks out the Argosy's "Front Office." (C. Lingenfelter photo)

ANNUAL REPORT

Flyable Aircraft

by Ray Hunter

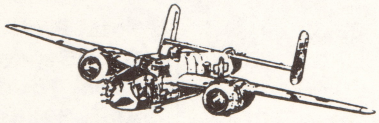
On the 8th of December 1991, I had the privilege of making the last landing of the 1991 flying season. The occasion was the Yankee Air Force's participation in a fly-by down the Detroit River for the American Red Cross' celebration of the 50th anniversary of its establishment. It was indeed a privilege for me to participate in the event and make the year's last landing in the YAF's C-47, *Yankee Doodle Dandy*.



I would like to express my thanks to everyone for making the 1991 flying season safe and successful. This includes not only the aircrew and maintenance, but the hard working retail people, membership, airshow coordinators, ground crew, security, and everyone else in the entire organization. Special thanks go to **Dick Bodycombe**, Director of Flight Operations. Dick's professionalism and willingness to take the extra time to give aircrew members and maintenance the benefit of his many years of flying experience were truly appreciated. His patience while providing hands-on training for newly assigned pilots, administering the YAF flying program, and coordinating training requirements, while meeting the mission was outstanding. The 1991 flying season could not have enjoyed the success it did without the help of every member of the organization. The YAF participated in 30 different events, fly-bys, and air shows in 10 different states. Flying hours for the C-47 were 67 while the B-25D flew 46 hours.

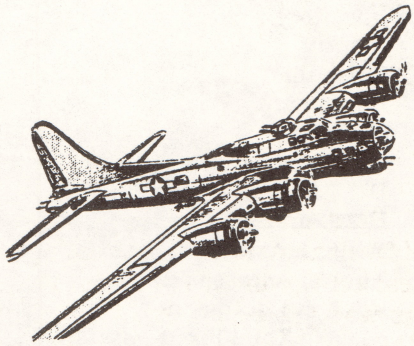
One of the highlights of the 1991 season was the Yankee Air Force's participation in the joint United States/Canada "International Freedom Festival." The C-47 and the B-25, plus the popular YAF tenant aircraft, were shown to well over a million people. The Freedom Festival was also significant in that it was the first time that the Yankee Air Force's Mitchell B-25D Medium Bomber, *Yankee Warrior* , flew after its refurbishing and major maintenance effort by some really dedicated volunteers.

The B-25D was made flyable and welcomed into the YAF fleet by changing its name from *Gallant Warrior* to *Yankee Warrior*. The B-25D required extensive maintenance prior to its airworthiness certification by the FAA. One engine was completely changed, four out of fourteen cylinders on the other engine were defective and were changed, new tires were purchased and mounted, the propellors were overhauled, the communications/navigation system was upgraded, an encoding altimeter was installed, and additional maintenance was performed on a lot of



other safety-of-flight items, which are too numerous to mention. Special thanks to **Ambrose Connelly** and **Ron Haviland** for focusing their efforts on the B-25D. We all owe a special thanks to all the other dedicated people who worked so hard to bring the *Yankee Warrior* up to FAA and YAF standards.

Work continues on the B-17G *Yankee Lady*. Many of the parts and assemblies which were hanging on walls, or stored in corners, are back on the aircraft. We have one more engine undergoing overhaul, which will be finished early in 1992. When the engine is installed, we will have fresh engines at the outboard positions, and low-time engines installed at the inboard positions. Engine overhauls are very expensive ($20,000 - $25,000). There is much yet to do, but when the *Yankee Lady* rolls out, runs up, and flies again, it is safe to say that it will be the best flyable B-17G in the world.



Our mission is to fly and exhibit our aircraft at airshows, fly-ins, fly-bys, and other events, and to take every opportunity to utilize the aircraft as fund-raisers, publicity generators, and recruiting tools for the national Yankee Air Force organization. It takes a lot of behind-the-scenes effort to keep the birds up to our high standards. I hope that 1992 will be another banner year for the YAF flyable aircraft. Thanks again for your help in 1991. ✪

ANNUAL REPORT

TREASURER'S REPORT, 1991

by Kathie Dallape

Even with a soft economy, 1991 was a good year financially for the Yankee Air Museum. The bills have been paid, and we have reduced our major outstanding loans. Total Gift Shop revenues increased, and the B-25 began to produce revenue.

A treasurer's report, by necessity, is comprised largely of numbers. Exhibits (1) through (5) provide a detailed report of the corporation's financial health at the end of 1991. Exhibits 3(A) and 3(B), which are new this year, provide a financial history of the B-17 and B-25, which are our two major sources of indebtedness.

Although space does not permit the inclusion of the previous year's figures in all cases, 1991 was generally better than 1990. What the numbers *also* show, if one were to carefully study and compare them with 1990, is that a large group of dedicated people have performed much hard work over the course of the year. Unfortunately, there's no place in the numbers to record "sweat equity."

Exhibit (1)
Yankee Air Force, Inc.
Willow Run Division
Financial Statement, December, 1991

Assets		
Petty Cash (Library)	$	50.00
Petty Cash (Treas.)		100.00
Checking Account		11,538.23
Money Market - Life		19,528.54
B-17 Savings Account		1,849.46
B-25 Savings Account		569.26
Retail Inventory		38,193.63
Total Current Assets:	$	71,829.12
Fixed Assets		
Inventory	$	38,500.00
Library		12,000.00
Museum		70,000.00
Equipment		50,000.00
Vehicles		26,000.00
C-47 Aircraft		135,000.00
B-17 Aircraft		256,000.00
B-25 Aircraft		180,000.00
Static Aircraft		24,500.00
Aircraft Accessories		32,000.00
Kitchen Equipment		6,400.00
Total Fixed Assets:		$830,400.00
Total Assets:		**$902,229.12**
Liabilities		
Note Payable Bank One	$	13,830.00
Note Payable – B-17		22,320.94
Note Payable – B-25		52,356.96
B-17 Fortress Loans		20,000.00
Pre-Paid Hangar Rent		-.0-
Total Liabilities:		$108,507.90
Equity		
Fund Balance		$743,064.00
Earnings through Dec. 1991		50,657.22
Total Equity:		$793,721.22
Total Liabilities and Equity:		**$902,229.12**

Exhibit (2)
Gift Shop Financial Statement
December, 1991

Revenue Accounts	**Dec.**	**1991 Total**
Air Shows	$ -.0-	$ 27,750.47
Sales to Divisions	1,354.99	3,646.30
Gift Shop Sales	1,882.12	32,383.84
Special Events	-.0-	3,503.08
Misc.	62.50	450.88
Total:	$ 3,299.61	$ 67,734.57
Beginning Checkbook December 1991:	$ 8,624.14	
Ckbk. PLUS Revenue:	$11,923.75	
LESS expense:	- 9,162.16	
	$ 2,761.59	
Expense Accounts		
Telephone	$ 29.73	$ 439.55
Fixtures	133.32	2,534.36
Clothing	768.15	5,748.79
Jewelry	-.0-	6,615.69
Paper Products	67.39	6,703.90
Novelties	31.50	21,788.52
Film	72.50	729.30
Service	-.0-	660.91
Misc.	59.57	459.61
Tax	-.0-	2,650.42
Free Gifts (P.R.)	(34.50)	Inv.Only (183.30)
Cash Over to Gen. Ckbk.:	8,000.00	33,000.00
Total:	$ 9,162.16	$ 81,331.05
Total Revenue Over Expense:	$2,761.59	
Ckbk. Total:	2,761.59	
(Dec. 31, 1991)	-.0-	

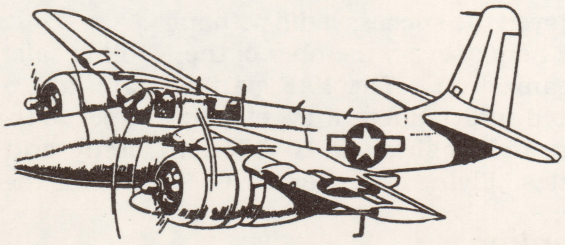
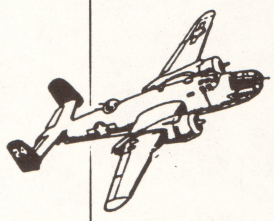


Exhibit 3 (A)
Major Income/Expense History for B-17
Initial Cost (1986) $256,000.00



Purchase Price:	$250,000.00	
Recovery Costs:	6,000.00	
	$256,000.00	
Source of Funds:	Note to National Bank of Detroit	$100,000.00
	Note to Frank Day	50,000.00
	Life Money Market	5,000.00
	General Money Market	20,000.00
	B-17 Savings (Donations)	81,000.00
		$256,000.00

Summary of Annual Expenses

Year Paid	Principle	Interest	Restoration Costs
1986	$ 7,142.88	$ 3,950.48	$ 1,933.89
1987	$14,285.76	$ 7,900.96	$ 7,287.78
1988	$14,285.76	$ 8,104.72	$ 15,559.77
1989	$17,935.76	$ 10,276.20	$ 10,627.54
1990	$23,045.76	$ 8,207.16	$ 53,926.16
Subtotals:	$76,695.92	$ 38,439.52	$ 89,335.14
October 31, 1991	$18,212.56	$ 4,211.45	$ 18,921.00
Program Totals:	$94,908.48	$ 42,651.00	$108,256.14

Total Cost Recap:

Purchase Price	$ 256,000.00
Less Notes	- 130,000.00
Principle Paid	94,908.48
Interest Paid	42,651.00
Restoration Paid	108,256.14
Cost to Date:	**$ 371,815.62**

Figures above do not reflect $20,000.00 in Fortress Loans which must be repaid when the aircraft becomes flyable.

Exhibit 3 (B)
Major Income/Expense History for B-25
Initial Cost $180,000.00

Source of Funds:	Note to National Bank of Detroit	$ 75,000.00
	Note to Walt Hart	30,000.00
	Gift Shop and Money Markets	29,500.00
	B-25 Donations	45,500.00
		$180,000.00

Summary of Annual Expenses

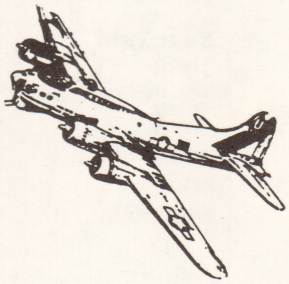
Year Paid	Principle	Interest	Restoration Costs
1987	$ 1,785.72	$ 1,243.27	$ -.0-
1988	$10,714.32	$ 7,105.16	$ 1,013.83
1989	$10,714.32	$ 6,946.92	$ 5,228.91
1990	$10,714.32	$ 5,262.22	$ 4,643.45
Subtotals:	$33,928.68	$ 20,557.57	$ 10,886.19
October 31, 1991	$15,595.30	$ 3,609.06	$ 5,987.52
Program Totals:	$49,523.98	$ 24,166.63	$ 16,873.71

Total Cost Recap:

Purchase Price	$ 180,000.00
Less Notes	- 105,000.00
Principle Paid	49,523.98
Interest Paid	24,166.63
Restoration Paid	16,873.71
Cost to Date:	**$ 165,564.32**

Exhibit (4)
Air Shows, Fly-Overs and Related Income, 1991

Place/Aircraft	Gift Shop	Aircraft Tours	Aircraft Gas/Appearance
Fort Wayne (none)	$ 668.60	$ -.0-	-.0-
Young Astros. (Tri/Mtr.)	338.25	-.0-	-.0-
Benton Harbor (C-47)	560.30	$ 465.60	$ 250.00
Elkhart, IN (C-47)	1,198.05	123.50	-.0-
K.I. Sawyer (C-47)	1,316.85	142.50	1,134.00
Mt. Comfort (C-47/B-25)	1,698.55	247.60	750.00
Dover, DE (C-47)	1,396.20	149.50	-.0-
Somerset, PA (B-25)	908.45	415.00	-.0-
Fulton, NY (C-47)	2,310.12	229.00	-.0-
Rockford, IL (C-47)	2,964.65	582.82	-.0-
Mid-Mich. Brkfst.(C-47)	192.70	135.25	-.0-
St. Paul, MN (C-47)	3,982.55	835.50	257.85
Wayne Cty. (C-47/B-25)	4,695.40	447.51	-.0-
Geneseo, NY (C-47/B-25)	3,001.95	1,252.15	-.0-
WI/IL Div. (B-25)	506.65	248.00	-.0-
SV Div. (C-47)	886.40	475.50	-.0-
Johnstown, PA (C-47)	1,484.60	302.25	332.00
Bowling Green, KY (B-25)	805.00	145.00	900.00
Totals:	$28,915.27	$ 6,196.68	$ 3,623.85



Fly-Overs (Named by Payee)

V.F.W. #423	$ 400.00
Dbn. Chamber Commerce	600.00
City Hazel Park	200.00
Southgate	400.00
St. Clair Shores	700.00
Freedom Festival	1,716.87
V.F.W. Cemetery	400.00
Total	$ 4,416.87

1991 – 17 Air shows 8 Fly-Overs
C-47 logged 66 hours B-25 logged 43 hours

Exhibit (5)
Miscellaneous Financial Information

Bank Interest Paid:

Year	B-17	B-25
1986	$ 524.39	-.0-
1987	1,164.71	$23.25
1988	1,413.48	132.86
1989	644.72	54.30
1990	629.91	128.83
1991	138.83	113.03
Totals:	$4,516.04	$ 452.27

Annual Miscellaneous Income Totals

Year	Tours	Dog Tags	Gift Shop
1986	$6,406.40	-.0-	-.0-
1987	8,577.61	-.0-	$56,507.81
1988	11,864.00	-.0-	69,742.21
1989	20,987.00	-.0-	63,412.05
1990	32,170.00	-.0-	61,136.90
1991	31,942.97	$3,360.70	66,352.84

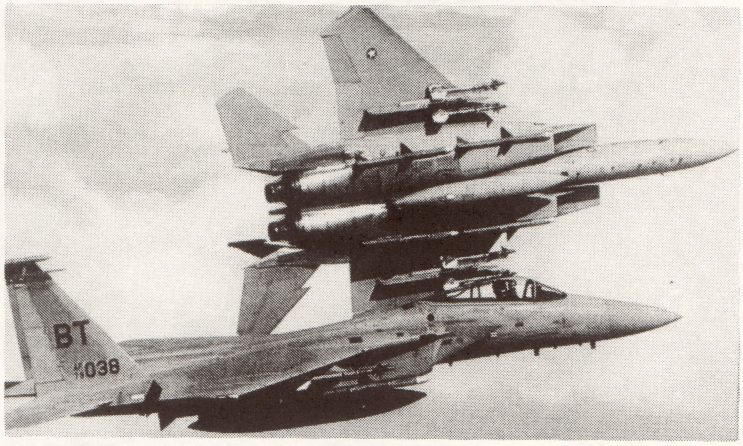
- Number of Paid Visitors: 12,804
- Signatures in Register Book: 1,975
- Donation Barrel Receipts: B-17 - $1,112.11 B-25 - $176.81
- Donation Bomb Receipts: $171.43
- Money Market Interest Earned in 1991: $553.54
- Loan Payments on Aircraft per month: $4,162.00
- Average Monthly Operating Expense plus Loan Payments: $12,000.00
- Membership: 1,161 Renewed 213 New Members

TALE SPINS

F-15 Eagle

by Jack B. Stankrauff

Unsurpassed for maintaining air superiority, the McDonnell-Douglas F-15 Eagle fighter combines technology with superior flying performance as the first in a generation of modern dog fighters. The Eagle was the first design to be produced following the merger of the McDonnell and Douglas aircraft companies. The Eagle "won its spurs" in Operation Desert Shield/Storm.



F-15 Eagle fighters over Bitburg, West Germany

Lessons of Vietnam

Fighter pilots had long demanded a machine with more agility, better visibility and acceleration, because most fighting took place below 2,000 feet and at speeds slower than the speed of sound (proving fastest is not always the best) during the Vietnam air war. The U.S. Air Force began a feasibility study of these qualities, culminating in the design of the F-15 Eagle. Contracts with McDonnell-Douglas were approved in January 1970. During the testing for flight characteristics information, radio-controlled (from the ground) 5/8-scale models of the Eagle were launched from the wings of B-52s flying at 45,000 feet. At the end of its flight, an on-board parachute deployed, and the model was recovered in the air by helicopter. The first flight of a full-scale prototype occurred on July 27, 1972. General service delivery began in March 1974.

A Winning Combination

Outstanding speed (1,650-plus mph at sea level) is provided by the F-15's two Pratt & Whitney F100-100 (or F100-200) engines, in the 25,000-pound thrust class. The remarkable feature of the Eagle's engines is that their thrust, under most conditions, exceeds the plane's gross weight. Aviation writer Lou Drendel exclaimed: "The Eagle has the total capability of producing more pounds of thrust than its take-off weight – a first for any U.S. fighter." The Eagle can out-fly most U.S. fighters without an afterburner! This capability affords an extremely tight turn radius – a definite plus for air combat survival! Its range with internal fuel is 1,200 miles and with FAST (**F**uel **A**nd **S**ensor **T**actical) packs – carrying up to 10,000 pounds of extra fuel – over 3,700 miles.

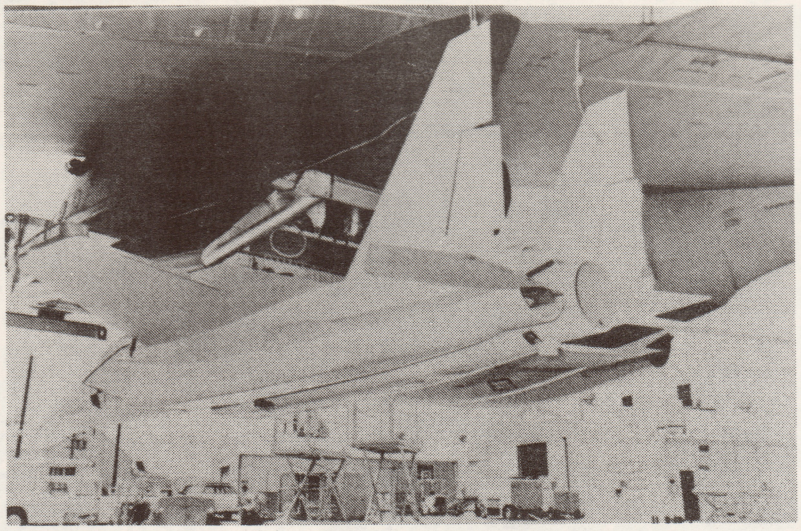
Armament includes a 20-mm M-61 cannon with 940 rounds and an assortment of Sparrow and Sidewinder air-to-air missiles as well as laser-guided and iron (unguided) bombs, general-purpose fire bombs, or ECM (**E**lectronic **C**ounter **M**easures) pods. A typical ordnance load might be twelve 1,000-pound bombs or four 2,000-pound bombs and Sidewinders. The Eagle's wings are specifically stressed for this external weapons storage.

"The Numbers" of this high-tech fighter are: wing span – 42 feet, 10 inches; height – 18 feet, 8 inches; and length – 63 feet, 10 inches. Maximum take-off weight is 56,000 pounds, but normal take-off with a FAST pack is 66,000 pounds. For lean and mean flying (looking for kills), the Eagle may be refueled in flight. Average maintenance time for a routine engine change is a half-hour. Expert McDonnell-Douglas engineers set a record of 19 minutes for an engine change under ideal conditions, compared with five to six hours for an F-4 Phantom.

Maintenance turn-around time is reduced by using less-complex systems in the F-15. Wing loading is kept to a minimum to increase the Eagle's dog fighting ability. Furthermore, total weight is minimized with boron-epoxy construction materials.

Electronics

The HUD (**H**eads **U**p **D**isplay) in the cockpit allows the pilot to see vital information, including compass headings, air speed, navigation and target designation information projected on a windshield screen enabling the pilot to keep his eyes on the action outside the cockpit – not on the instrument panel – which is essential during combat engagements. This display, on a cathode ray tube, is



The 5/8 scale model F-15 mounted under the wing of a B-52 launch aircraft at Edwards AFB, CA. (NASA)

generated by a computer. The Eagle's ECM capability protects the aircraft and its pilot against aerial and ground threats. The Eagle's multi-mode, doppler ("look down") radar offers the pilot clutter-free reception and reliability. The Hughes APG/63 radar system is reputed to be one of the best in the state of the art.

Pilots Praise It

A dual-channel Control Augmentation System for yaw, pitch and roll is supplemented in case of failure by the hydromechanical flight control system. The integration of this flight control system with the Eagle's engines, fire and navigation control systems provides pilots with ten percent more thrust, resulting in greater speed bursts and tighter combat turn rates. The Eagle's excellent handling qualities and maneuverability have drawn positive remarks: "It's a genuine pleasure to suck the Eagle into a turn that leaves any chase plane staggering around, unable to hold the G or the speed." Other qualities which draw pilot raves are the control (stick) feel, excellent power response, overall flight stability in formation and during night flying, and superb pilot visibility from a canopy which extends down below the pilot's shoulders.

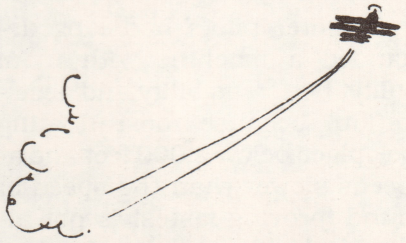
Records Fall

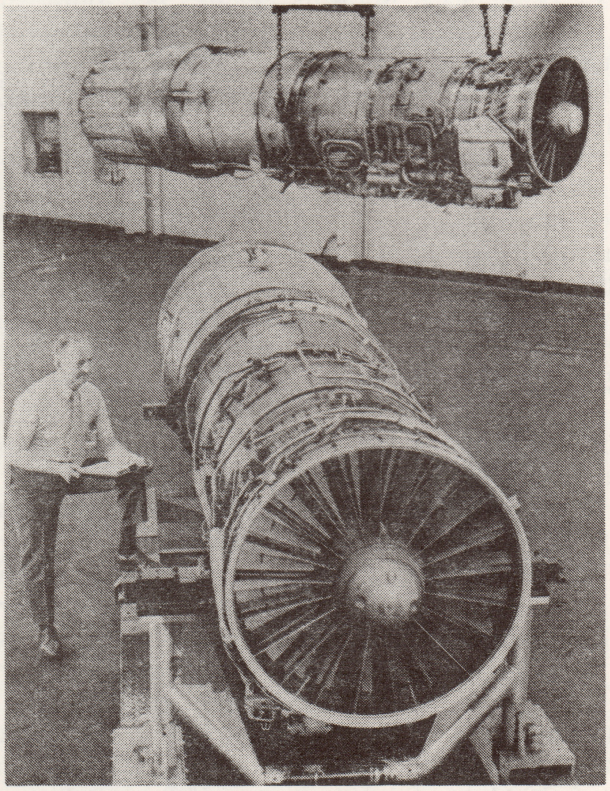
Flying an Air Force F-15 Eagle, Major Roger J. Smith broke an existing time-to-climb record set by a Russian MiG-25 "Foxbat" fighter on February 1, 1975. The altitude was 98,425 feet. Major Smith streaked his Eagle to that height in 207.80 seconds, breaking the MiG-25's time of 243.86 seconds. Seven other speed and maneuver records established by Phantoms and Foxbats were topped by Eagles in only seven days of flying!

History of a Winner

The F-15 serves in not only the USAF, but also in the air forces of Israel, Japan and Saudi Arabia. The first Israeli F-15 combat kill was scored against a Syrian MiG-19 on June 27, 1979. During June 1982, Israeli Eagles defeated a force of Syrian MiGs. American Eagles served in the Gulf with their Saudi counterparts.

Air Force Captain Steven Tate became the first United States pilot to shoot down an Iraqi jet fighter during Operation Desert Storm. In his F-15 Eagle, Tate downed the Mirage in the early hours of Thursday, January 17, 1991. Tate's parents live in Watersmeet, a hamlet of 1,042 proud people about 60 miles east of Ironwood, in Michigan's Upper Peninsula. ✪





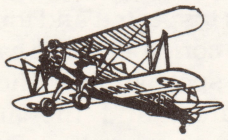
Two Pratt and Whitney turbo fan engines provide the "heart" in an F-15. (P&W)

ANNUAL REPORT

Retail Sales Annual Report

by Louise Greenwald

During the year 1991 the Gift Shop Crew attended sixteen air shows in nine different states, realizing a gross income of $27,750.47. We also participated in eight Special Events Programs, taking in a gross income of $3,503.08. These shows and events were in addition to keeping the Gift Ship open six days a week all year.



The gift shop reported an annual gross income of $33,695.00. Day-to-day operations are being staffed by ten very loyal, dedicated people, who come to work very faithfully in all kinds of weather. We also have at least eight people we can depend on to come in and help for special events.

We are now remodeling the sales area: redesigning our displays so people can see and examine the merchandise up close, which makes for better sales. The slot walls we have put up are helping to show off our tee-shirts, jackets, patches, toys, and books.

We are always looking for more steady help especially during the summer, which is our busiest season. ✪

ANNUAL REPORT

Library Annual Report

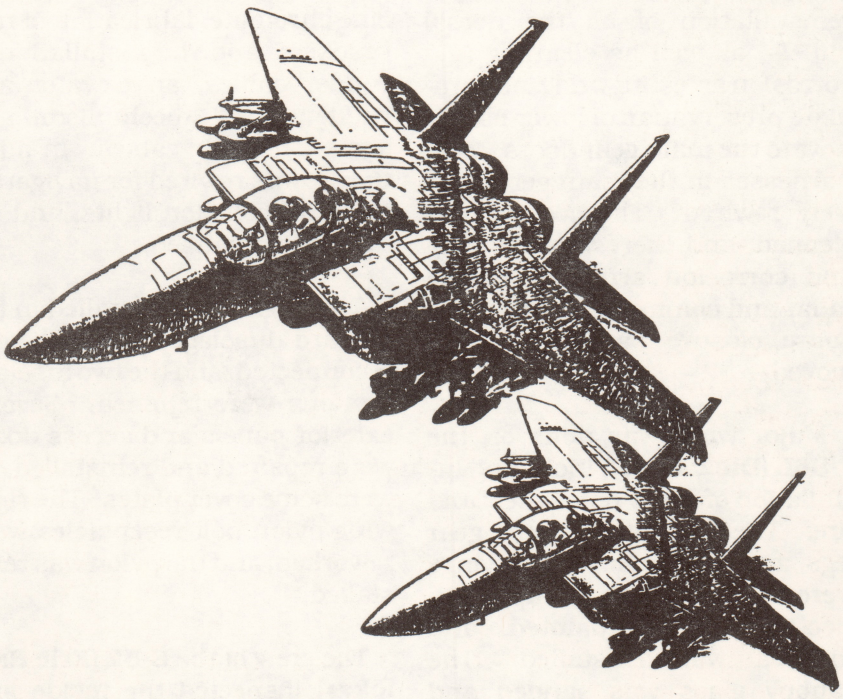
by Harold W. Sherman, Chairman

1991 was an eventful year for the Library, which finally moved into civilized quarters on the east side second floor of the hangar. After spending a "temporary" five years in a cold, drafty room on the lower west side of the hangar, the change to a clean, heated area was most welcome.

The move has permitted work to progress in cataloging the many different types of materials that have been donated. Progress has been made in four areas: the books are getting placed on the shelves in the reading room; the manuals are being organized by manual number in the stacks; sorting through the many magazines in the back work area is slow, but progressing; and the historic photo file, from which many copies have been sold, is steadily growing. The Chairman has been cataloging the books with assistance from **Robert Rheaume**. **Jim Connolly** handles the manuals, **Rick Easterbrook** works with the magazines and **Sam Sturgis** has developed the photo file. All are to be commended for their reliable efforts. In the near future one or two more people will be needed to assume other responsibilities.

At the December Board of Governors meeting a revised Library policy, which defines the purpose and operation of the Library, was adopted. The new policy provides for use of the Library by members and the general public. It is also the basis for establishing Division libraries, if they so desire.

The membership is now urged to make use of the Library. ✪



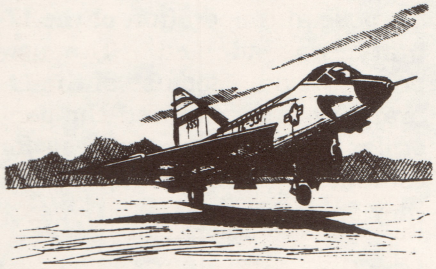
F-15 Eagles on the prowl. See page 11.

ANNUAL REPORT

Static Restoration Progress in 1991

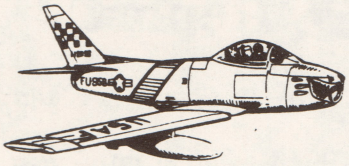
by Barb Savickas

It may not have been apparent to a casual observer, but a dedicated group of members made a big difference in the condition of the Yankee Air Museum static aircraft collection in 1991. The number of individuals is too long to include everyone, but the list of accomplishments will give recognition to their hard work. The name of the crew chief is listed in parenthesis for each aircraft.



The **TF-102 (Gerry Bryce)** has undergone corrosion arresting, polyurethane painting, and the reinstallation of all the dorsal panels, as well as cleaning and corrosion arresting and zinc chromate preservation of lower panels next to the main gear doors. Wire harnesses in the main gear bays were rewired. The cockpit was cleaned, and there was cleaning and corrosion arresting in the radar and communications bays. Loose closure panels were removed.

Major work was done on the **F-86L (Dick Price)**, including installation of a new nose wheel and tire. The fuselage, landing gear legs, and undersides of the wings were sanded. The cockpit and ejection seat were painted, and the seat was reinstalled. The canopy glass was sanded and polished, and canopy screws were replaced as required before the



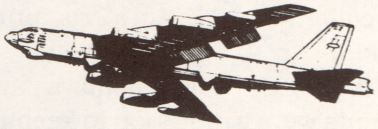
canopy was reinstalled. All tail and engine inspection plates and speed brakes were painted and replaced. Panels on the horizontal stabilizer and vertical fin were removed, repaired, and nut plates were repaired, or replaced, or added. A new fiberglass tip was made for the horizontal stabilizer. Wingtips were foam-filled, and tip lights were installed, as well as a new pitot tube.

RF-84K (Ralph Gilpin)

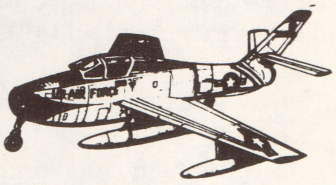
The interior of the aft fuselage section has undergone a thorough overhaul which included cleaning, scraping and coating with zinc chromate, fabrication of new brackets, and the installation of rudder cables, an elevator and rudder assist mechanism, and some hydraulic cables. In addition, it was rewired for navigation and anti-collision lights, and radios were installed.

The engine was installed in the forward fuselage, the tail pipe reconnected, and the two fuselage sections were rejoined. Several exterior panels and access doors were repaired and reinstalled, as were some cover plates. The right wing pylon bolt receptacles were reworked, and the pylon was reinstalled.

The crew of the **B-52 (Eric Savickas)** inspected the inside and outside for corrosion, chipped peeling paint off the top surfaces of the wing, and power-washed the entire aircraft. They also remanufactured/installed cables on the crew entry door, lubricated the door locking mechanism, and re-secured the cable used to prevent entry through the wheel wells. Clamshells for the No. 1 engine were primed and reinstalled.



The **RF-84F (Eric Savickas)**, which was treated for corrosion in 1990, was inspected and found to be in good condition. The camouflage was spot-painted, the tires were inflated, and the aircraft moved to a new location.



The **DC-6B (Roger Peterson)** cockpit is now complete, having been totally stripped and refurbished. The cargo compartment has been cleaned, and is awaiting the arrival of seat tracks. The future plans for the aircraft are to install the 60 seats, which are on hand, and ultimately install video-playing equipment so it can be used as a small theater. It is planned to paint the exterior in a Navy paint scheme (white over gray), with the words "Yankee Air Museum" in lieu of "United States Navy" on the fuselage.

PB4Y-2 (George Whitfield)

The Privateer received major attention to both the exterior and interior. Flaps were repaired and reinstalled, including new cables and a new cylinder. Ailerons were re-skinned with aluminum and installed, and the wings received new wiring and wing lights. Damage to a cowling and to the left forward fuselage was repaired, including some structural members. Main gear wheels were rebuilt, and the left strut was painted. The nose wheel doors were repaired or refabricated and reinstalled. The tail strut was removed and is being repaired.

Propeller blades were repaired on three engines, and new blades were installed on the fourth. Replacement plexiglass was obtained for the nose, side and tail turret positions, as were new sun covers for the cockpit and tail turret.

The interior received new paint, and some control cables were refurbished and installed. A major effort in the cockpit resulted in new floor boards and the repair, repainting and reinstallation of the pilot and co-pilot seats. The control pedestal between the pilots, and both control wheels, were repainted and reinstalled. The instrument panel was sandblasted and repainted, and some instruments were replaced. Also installed were a rebuilt generator panel, repaired/rebuilt junction boxes, a new bombardier's panel, new radio equipment and controls, and new switch boxes for the pilot, co-pilot and bombardier.

Miscellaneous Improvements

Eric Savickas took to heart the old saying, "If it doesn't move, paint it!" as he spiffed up numerous building and aircraft components. Included were the inside hangar doors, all interior white stanchions, and the face of Building No. 2008. Miscellaneous jobs included a cart for retail sales, the new hi-lo, two airstairs, the No. 3 tug, a T-33 tow-bar, the frame and hardware for the 2 1/2-ton truck, the lower part of the YAF van, two donation drums, and several bombs.

He also applied his skills to the interior and instrument panels of the PB4Y, the B-25's white fuselage top and undersides of the wings, and the instrument panel, sign blanks, and interior anti-glare panel of the DC-6. B-17 jobs included the tail gunner section and rudder, and bomb bay doors. He also did the TF-102 dorsal panels, the interior and exterior of the F-102 egress simulator, the F-86L ejection seat, and spot-painted the RF-84 camouflage pattern and the anti-glare panels on the C-47 engine nacelles. ✪

Static Aircraft Crew Chiefs

The "dedicated group of members" mentioned at the start of this report can always accommodate new workers. If you wish to join one of the restoration crews, contact **Lee Bassett** or the crew chief of the aircraft in which you are interested. The crew chiefs assigned to static aircraft which were not listed in the text, include the following:

F-11F.....Lou Farkas

F-101.....Joe Miller

F-84F.....J.D. Hill

T-33.....Mark Savickas

HTL-2.....Ambrose Connelly

BT-13.....Al Dallape

Argosy.....Lee Bassett

Flying Flea.....Leslie Farr

Simulators.....Bill Lary

Tank & Vehicles.....
.....Mat Hasselhan

The State of the Yankee Air Force

(continued from page 3)

completeness of this restoration. Thanks to the crews, often working in dark and cold conditions, who have endeavored and persevered to make her the finest B-17 around.

Thanks also to all of the workers who keep the Museum running smoothly: from the Tour Guides or Docents and the Gift Shop staff, who daily present the first face to our visiting public; to our kitchen crew for a healthy lunch and the socializing and welcome break that it offers to the other members. Thank you to the workers who make our special events possible: **Don Burk** and his Ramp Crew, who always clear and restack the hangar; **Don Kojecar** and the other parking crew members; **Tom Shattock** and the "green guys" of security, for looking out for our safety and protection; chief pilot **Dick Bodycombe** and the other pilots for getting the wings through the air; **Todd Hackbarth** for the scheduling of our Air Show participation. Thanks to the Board Members and their dedication to keeping us going. Special thanks to **Pat Riley** and **Fergus Mann**, who are retiring from the Board, for their support and involvement over the last several years.

Lastly, I think it is appropriate to say thank you to ALL of the members who make it happen just by being members and those who have contributed their personal artifacts that create our museum. We exist because of our members, we exist for the purpose of helping future generations remember the history of aviation. If it appears that any one person or group has been left out of this report, it is unintentional. Mentioning names always leaves room for an error or omission. I hope I have not offended any one. As I stand at the podium for meetings and other gatherings, I see the pride of accomplishment and the hope of the future on all your faces. It feels good to be part of this pride and determination. I ask your help in keeping this spirit alive. ✪

BOARD REPORT

Board Approves Aircraft Acquisitions, Membership Changes

by Jim Hanford

Three more aircraft will be added to the Yankee Air Museum collection as a result of actions at the December and January Board meetings. The Board voted to accept the donation of an Armstrong-Whitworth Argosy from Duncan Aviation in Lincoln, Nebraska (see story on page 4), and a Stinson Model 10A from Mr. **Bill Bugher**. The single engine, high-wing Stinson monoplane was built in Wayne, Michigan. Although it has no engine or instruments, it is considered to be restorable to flying condition. The status and plans for this airframe are still to be determined.

The third aircraft is a Martin RB-57A Canberra, which served with the 172nd Fighter Squadron, 110th Fighter Group, Michigan Air National Guard stationed at Battle Creek. This aircraft had previously been accepted by the Board on a verbal assurance. Now the paperwork has arrived to confirm its acquisition. (For more details, see "Static Aircraft Report" on page 14.)

Junior Membership Created

The Board also approved a procedure from the Membership Committee to administer a Junior Member class, which was established by the voters in the 1991 election. A junior membership is open to anyone under the age of majority (which in Michigan is 18), who is sponsored by an adult relative. Annual dues were set at $12.00, which entitles the holder to a name badge and membership card, member's gift shop discount, a subscription to *Yankee Wings*, and to participate in those YAF activities not specifically prohibited. It does not include the priviledge of voting or running for elected office. Upon reaching the age of majority, a junior member may convert to a regular membership without paying another initiation fee. The first member of the new class, which became effective on January 1, 1992, is **Wes McCarville**, who is sponsored by his father, **Mike**.

Major Acquisition Fund

In other business the Board approved the combination of several special funds into one new fund, and placed strict limits on its use. The motion as approved read, "All previous special aircraft accounts are to be combined into a single 'Major Acquisition Fund.' Contributions are to be deposited into this fund, and expenditures from the fund shall be by a 2/3 vote of the sitting Board."

A "Major Acquisition" was defined as a new project, as distinguished from an existing project, but it need not be an aircraft acquisition – it might be a major restoration, a new roof, or a parking lot. "A 2/3 vote of the sitting Board" means at least 10 votes are required to authorize expenditures from this fund, regardless of how many Board members are present... (Four officers and eleven directors = 15; 2/3 of 15 is 10.)

Museum Fees Revised

Discussion items included revisions to museum admission fees, and a proposal for improvements to the public entrance. Certain admission fees were revised so that all fees are now in even dollar amounts, while former discounts have been maintained. The new fee schedule is presented in the box below.

Yankee Air Museum

Admission Fees

Effective 1, January, 1992

Children (Age 5 & under)...FREE

Children (Ages 6 to 12).....$2.00

Adult (Age 13 and over).....$4.00

Senior Citizens (Age 60 and up) and Uniformed Armed Forces Members.....$3.00

Adult Group Tours*.....$3.00

Senior Citizen Group Tours*.....$2.00

School Children Group Tours*.....$1.00

Disabled persons (wheelchair or double crutches)..... FREE

* = pre-arranged

Ideas are requested on how to improve the Yankee Air Museum's public entrance, which will probably include removal of the six-foot chain-link fence, construction of a wind break and access to a part of the present grassy area. Submit your suggestions to **Harry Terpstra**. Eventually all YAF members will enter through the door by the Security Office.

Miscellaneous Reports

In the Vice-President's report, **John Snider** included remarks on the YAF's educational program with the Eaton County Historical Society and the Eaton Rapids School District. The YAF provided technical assistance, artifacts, films, and historical reference materials for a program about World War II, which was given to about 400 high school students in December. The films were augmented by WWII veterans, who stimulated discussions. It was organized by **Bud Drago**, a member of the Historical Society, who joined the YAF as a result.

The Board also heard a report on the selection of membership options by former Senior Life Members. Although Senior Life Memberships have been available for several years, it was subsequently discovered that the By-Laws had never been changed to make it legal. When voters approved the creation of a Senior Life Membership class in the 1991 election, the YAF was required by the state law governing non-profit organizations to establish a different level of benefits to accompany the lower dues charged. Accordingly, Senior Life Members were prohibited from election or appointment to the offices of President, Vice-President, Division Chairman, or National/Divisional Secretary or Treasurer. They may, however, be elected or appointed to any other position, including Director, Divisional Vice-Chairman and Liaison Officer. A Senior Life Member who seeks election/appointment to a prohibited position must become a regular or regular life member.

To adjust the status of former Senior Life Members in accordance with these changes, each one was contacted by mail to select one of the following alternatives:

A. Convert to a regular member. Money already paid for a SLM will be pro-rated toward membership dues at regular member rates.

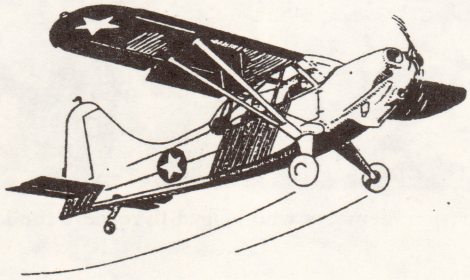
B. Convert to regular life member with the payment of an additional $250.

C. Terminate one's YAF membership; monies paid for the SLM would be pro-rated at the regular member rate, and the difference refunded.

D. Convert to the newly-established SLM class at no charge. (This option would occur automatically if no reply was received by January 31, 1992.)

Of the 130 members notified, 55 had replied by January 22. Of those responding, two, three and two selected options A, B, and C respectively, and the remainder chose option D.

During the division reports, two petitions were presented. The first called for the President to immediately dismiss the Corporate Secretary. Since the Secretary is elected by the Board, however, the President lacks authority to take such action. The second asked the Board to make a By-Laws change to prohibit Board members who were not popularly elected from voting with the Board. Again the petition assumed an authority which does not exist. By-Laws changes can only be approved by the voters. At this point both petitions were withdrawn. ✪



B-17 Co-op Semi-Annual Meeting

by Nancy Lockwood

On November 23-24, 1991, the semi-annual B-17 Co-op meeting was held at March Air Force Base near Riverside, California, hosted by David Tallichet, Harry Friedman, M.D., and March AFB. The YAF's *Yankee Lady* was represented by **Fred** and **Nancy Lockwood**, **Norm Ellickson**, **Les Kellogg**, **Bill Rodgers**, **Don Harner**, and **Grant Schwartz**. The following B-17s (not all flyable) were represented:

Star Duster – March AFB; *Memphis Belle* – Memphis, TN; *Chuckie* – Ft. Worth, TX; *Texas Raiders* – Houston, TX; *"C" Cup* – Seattle Museum of Flight; *Shady Lady* – Marana, AZ; *Once Upon A Time* – Anaheim, CA; *Piccadilly Lily* – Corona Del Mar, CA; N8WJ (no name) – Ft. Lauderdale, FL; *Sentimental Journey* – Mesa, AZ;*Nine O' Nine* – Stow, ME.

During the meeting, much technical information was exchanged on topics such as safety, air show schedules, fees, trades, parts availability, ICAS, FAA, and FAR information, insurance, pilot qualifications, and more. Sunday we were given a tour of the March AFB flightline; and other aircraft, in addition to their B-17, were opened for us.

Late Saturday night we received a FAX (as long as a scroll) from the "50-Year Pearl Harbor Memorial Event" promoters in Hawaii, requesting ANY flyable B-17 to PLEASE meet the 15th Air Force in San Francisco on December 1st in regard to participation in the Pearl Harbor Commemoration in Hawaii. No expense money was available; housing was all they could offer, in addition to a lot of publicity! It was estimated that the cost to fly one B-17 over, with the necessary additional navigation, survival equipment, oil, and fuel tanks added, would be about $100,000. No B-17 operator was ready or willing to assume that whole expense alone.

These meetings are very beneficial to our restoration progress. At various times the Co-op has discussed a yearly meeting, but has always decided on the semi-annual schedule, because of all the benefits members receive, even though each aircraft is at a different restoration/repair stage. The *Yankee Lady's* crew attend these meetings entirely at their own expense. ✪

ANNUAL REPORT

Saginaw Valley Division

Saginaw Harry Browne Airport
4821 James Road
Saginaw, MI 48601

by Kenneth Pol

A Happy New Year from the Saginaw Valley Division. We had a great year in 1991, and we are proud to be a part of the Yankee Air Force. Significant activities and accomplishments during 1991 are as follows:

We started the year with our third Annual Holiday Party with the Mid-Michigan Division at Wallie's Supper Club on January 19th. The event was attended by 72 members and guests from MMD, National, and our division. The food was great, and everyone had a good time.

The L-2B restoration project will be completed in 1992, thanks to the efforts of many members, including **Bob App**, **George Brown**, **Jack Finger**, **"Doc" Mann**, **"Mac" McGrath**, **Ray Shelby**, **Bill Short**, and **Sy Thompson**. At present all the covering has been installed, and the first filler has been applied. All the windows are installed, and much of the detail work is completed. As soon as the weather warms up, it will be ready for paint.

On April 25, 1991, the Saginaw Valley Division held a FAA Safety Seminar at Frankenmuth Rittmueller School. This meeting was well-attended by area pilots. Thanks to **Doc Mann** for arranging the program and providing refreshments.

We participated in the Dawn Patrol at James Clements Airport in Bay City on July 16. We set up retail sales and our display of aircraft engines in the main hangar. Two weeks later (July 28) we helped with the Mid-Michigan Division's pancake breakfast, held at Dupont-Lapeer Airport. Thanks to all the Saginaw Valley Division members who came out to make our participation in these events successful.

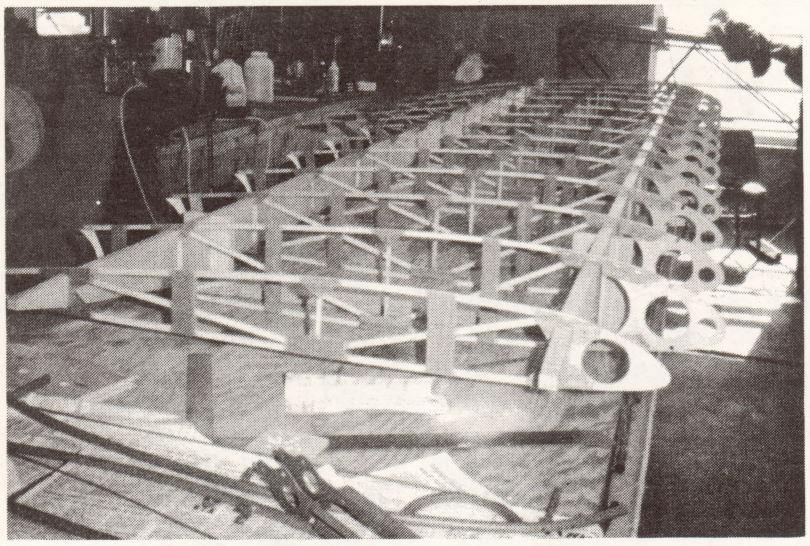
Division Open House

Our biggest event for the year was our Annual Open House on August 25. Originally scheduled as part of the Tri-City Airport Open House, it was moved to the Harry Browne Airport because of ramp replacement at Tri-City. It was a big success, due to the efforts of many people, a good group of airplanes, special events, and good weather. Display aircraft included the following:

The YAF C-47, CAF B-17, **Glenn Lamont's** B-25, **Diane Tope's** SNJ, T-28s of **Stu Dingman**, Larry Hoffmeister, and Bob Burns; T-6s of **Walt Hart** and **Gary Gondek**; and various homebuilts.

It is impossible to name everyone who helped, but in addition to our division, members from Mid-Michigan and National were there to help. We also had help from family members, the Civil Air Patrol, Saginaw County Sheriff's Department, and other local groups. It is also known to take a lot of money up front to put on this type of event, and we had a great

Saginaw Valley Division members who helped to retrieve the L-2B pose with the fuselage.



Rebuilding the wing of the SV L-2B.

group of sponsors. The Saginaw Division sends a special "THANKS" to all who helped make this event successful.

The Annual Saginaw Valley/ Mid-Michigan picnic moved from the Harry Browne Airport to MMD's new home at the Dupont-Lapeer Airport. All who attended had a good time, and plenty to eat. Thanks to the Mid-Michigan Division for sponsoring this event.

Retail Sales

Bob and **Mary McLaughlin** did a great job in retail sales again. They set up at every event possible and, with the help of other members, sold $1,441.51 worth of YAF materials. Our appreciation goes out to Bob, Mary, and all those members (including folks at National) who helped this effort to succeed.

Finally our congratulations to the following new officers, who were elected for the 1992 year:

Fergus "Doc" Mann
to Council Officer, and
Bill Short
to Division Liaison Officer.

MEMBERSHIP REPORT

by Charlie Lingenfelter

Please welcome the following 34 new members to the YAF, and help introduce them to our many activities, projects and goals:

Willow Run: #3896 **Frank Beaumont**, #3897 **Fred H. Berkey**, #3898 **Walter L. Young**, #3899 **C. Grady Drago**, #3900 **Mark Ratynski**, #3901 **Leonard Patchin**, #3902 **Ken Schluckebier**, #3903 **Randall S. Hunt** , #3904 **Rodney M. Lockwood Jr.**, #3005 **William S. Colwell Jr.**, #3906 **Harold J. Tucker**, #3907 **Ronald Rauey**, #3908 **James B. Haushalter**, #3909 **James Peitz**, #3912 **John Kacir**, #3913 **Herbert E. Wilson**, #3914 **Raymond B. Reed**, #3915 **Davy Pier**, #3916 **William Dopp**, #3917 **Harry Barr**, #3918 **Billy Carrigan**, #3919 **David Loweke**, #3920 **Albert M. Mahalak**, #3921 **Don Kleinschmidt**, #3922 **Larry Broadhurst**, #3923 **Allen L. Hassen**, #3924 **Joseph R. LaCasse**, #3925 **Gerald D. Shank**, #3926 **Byron R. Crary**, #3928 **Glenn T. Barnier** and #3929 **Robert Nemeth**.

Northeast Division: #3910 **Michael T. Cranwell** and #3911 **Rosemary L. Albrecht**.

Wisconsin/Illinois Division: #3927 **Mark Westendorf**.

ANNUAL REPORT

Wisconsin/Illinois Stateline Division

P.O. Box 1667
Janesville, WI
53547-1667

by Larry A. Wixom,
Division Chairman

1991 marked our Division's ninth year with the Yankee Air Force. As we look to 1992 we are starting to see the improvements on the Division's AT-11 restoration efforts. Our main hurdle at this time is money. The remaining items that are needed for the AT-11 are becoming more expensive. Our big purchase this year was a spar strap, which is a modification that the F.A.A. requires on all aircraft of this type now. We hope to have it installed this spring.

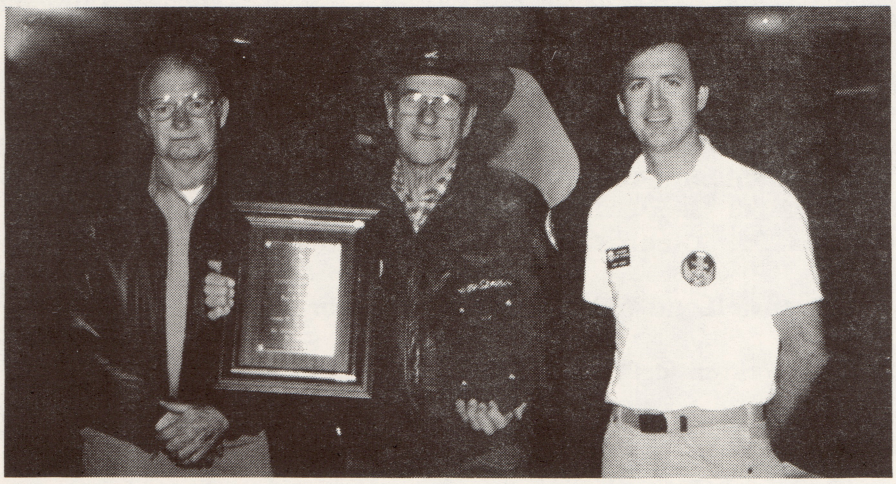
In July we chartered two buses to attend the E.A.A. convention in Oshkosh. For the last two years we have been going on Sunday, and it has rained on us both years. Even though everyone got wet, all that attended had a great time and we plan on going again next year. Hopefully it will be dry.

Each year our major fundraising event is our annual Fly-In in August. This event generates money for the restoration of our AT-11. While we had a problem with weather in the morning, it ended up to be a great day all the way around. Once the sun came out we had the YAF's B-25 make its presence known to the city with a few passes over downtown. In addition to the airplane rides in more modern aircraft, we also had the good fortune, thanks to YAF warbird owners, of being able to offer rides in an N2S-3 Stearman and an AT-6G Texan. These two aircraft gave rides during the entire day and added nostalgia to the event.

The WI/IL Stateline Division nominated Paul Poberezny as National Airman of the Year for 1991. We chartered a bus to present this award to Mr. Poberezny on November 30, 1991 at the Experimental Aircraft Association's Museum in Oshkosh, WI. Paul has dedicated his life to the advancement of aviation and has personally flown over 378 different types of aircraft, including more than 170 amateur-built airplanes. In 1953 he organized the first fly-in of what would become the Experimental Aircraft Assocation. Today this organization has over 125,000 members and hosts nearly one million people and 13,000 aircraft each year to its fly-in in Oshkosh.

As we enter 1992 we do so with the largest membership that our Division has ever had and the hope that we will continue to grow. With the additional members we are looking forward to added help on our AT-11, which we hope to have completed in the near future. Also in 1992 we are planning a hangar dance at the airport on June 13th. The band that we have hired is called "Air Command," and is an 18-piece band. All the members wear Army Air Corps uniforms to add to the atmosphere. We hope that this will be a large fundraiser for our AT-11.

Our Division membership meets the second Tuesday of each month. We have been fortunate to have had outstanding guest speakers. They have included ex-POWs and former crewmembers, as well as current owners of warbirds explaining their job of restoration and upkeep of their aircraft. ✪



Paul Poberezny, the 1991 YAF National Airman of the Year, was presented with his award at the EAA Museum in Osh Kosh, WI. L to R: WI.IL Awards Chairman **Jim Parsons**, Poberezny, and WI/IL Council Chairman **Larry A. Wixom**. (Author's photo)

ANNUAL REPORT

Northeast Division

P.O. Box 1729
West Caldwell, NJ 07007

by John D. Golderer, Council Chairman

The Northeast Division began 1991 optimistic that we would soon re-establish our museum and work facility in the coming year. Little did we know what was to transpire.

By the end of the first quarter the Council had decided that our new home would be located at Sussex County Airport. Lease negotiations with owner Paul Styger were begun. Meanwhile other projects were moving along.

Our Martin turret underwent a complete overhaul and refurbishment with help from an unnamed government source. The L-2B had its right fuel tank removed and repaired. This required recovering a portion of the fabric. Under the guidance of A&P **Peter Vajsabel**, members including **Gary Wright** and **Bob Egan** got the job done. The L-2 also received a wind generator and a Mode C transponder and encoder.

The Division's first airshow was the B-26 Gala in Baltimore in April. Our L-2 was the only non-local aircraft to make the event, as others cancelled due to weather. (Yes, our pilots have more Brass than Brains, sometimes.) Our Martin turret was also a hit with the B-26 folks.

In the second quarter we began to encounter unforeseen problems. The L-2 required a new prop, which we borrowed from Saginaw and subsequently replaced. Then it needed a new prop hub, which we acquired for a membership. As if that weren't enough, an exhaust manifold then needed replacing. These items kept the aircraft from attending two of its show dates. Aside from minor radio and brake problems, the aircraft has been active. Lease negotiations continued through this period.

The third quarter was a period of upheaval and regrouping. In early August a Division member who had been storing a major portion of our museum materials had his company sold out from under him, and we had to relocate our stash. With the donation of a construction trailer from Division member **John Goltra** (Atlantic Construction Company), and the use of a site in Fairfield from **Frank Day**, this was accomplished in a weekend. At this time we found we could not use trailers to start our new home, so we began to look into new buildings. We decided on a building and began a fundraising effort within the Division. To date this has raised $4,500, far short of what we need just to purchase the building.

As usual our turnout to Founders' Day was exceptional with ten members making the trip. **Dave Basset** (no relation to **Lee**) had fun helping with the B-17, and others cleaned up the F-86 canopy.

The only item of note in the fourth quarter was the signing of our lease agreement with Sussex Airport. The rest of our time was taken up with trying to come up with the financing needed to make our relocation a reality. Members **Marie Bruder** with **Virginia Wright** offered the idea of taking tables at local flea markets and craft shows to generate winter income. This has been a moderate success so far.

Our members have also been helping the Empire State Aerosciences Museum to ferry our Mr. Tallichet's C-47 to their museum near Albany, NY. The C-47 has been at Essex County Airport since the Division brought it down from Maine for Mr. Tallichet's restaurant in 1985. It was ferried out on January 10, 1992. ✪

Standing, L to R: Hank Gablemann, Fred Trudel, John D. Golderer (Chair), Peter Vajsabel (Sec), Dennis Golderer. Seated: Edward A. Brader (Treas), Robert Fenner (V. Chair), Kim Golderer, Gary Wright (Liaison).

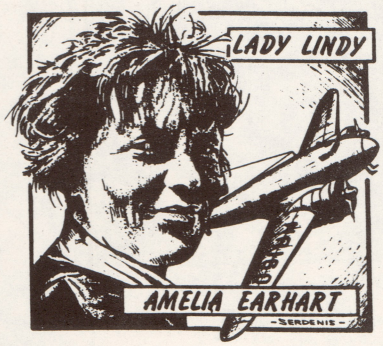
MUSEUMOLOGY

by Brian Rogers

The Valiant Air Command in Titusville, Florida reports that its project to restore a Lockheed Electra into an exact replica of the ship flown by Amelia Earhart on her never-completed, round-the-world flight is well under way. Writing in *Air Classics*, Valiant Air Command's Public Relations Officer Kevin R. Quinlan states that the restoration is a multi-hundred thousand dollar project expected to be completed about 1994. Present plans call for the craft to be flown by a female pilot on the United States airshow circuit.

Valiant Air Command's Museum, which was expected to be open by early 1992, boasts display of a C-47, an A-26 Invader, an L-19 Bird Dog, and a C-45 Beechcraft. Major restoration projects in addition to the Electra are an Avro Anson, an F4U Corsair, and a Huey helicopter. The Huey will be suspended from the ceiling in a salute to the "dust-off" pilots of Vietnam.

Other aircraft Quinlan expects to be displayed include an AD Skyraider, an L-13, an SNJ, a TBM, and a P-51 Mustang, along with some of the more than 300 aircraft owned by Command members. The newest addition to the Museum fleet is a Grumman Mohawk recently donated by Grumman Aircraft.



Valiant Air Command's address is 6600 Tico Road, Titusville, FL 32780. Their telephone number is (407) 268-1941.

✦✦✦

A solid brass hook once used to snare the parachute shrouds of film capsules dropped from orbiting satellites was recently donated to the National Air and Space Museum (NASM) in Washington, DC, according to an article in the December/January issue of *Air & Space Smithsonian*. Having four prongs and resembling a boat anchor, the hook was suspended from the rear cargo door of a C-130 Hercules.

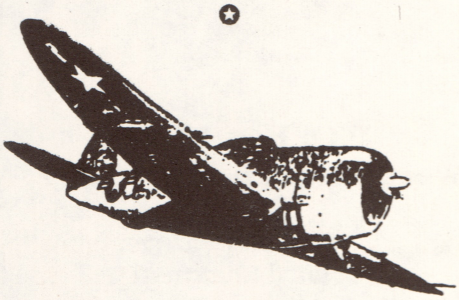
The hook was donated by retired Air Force T/Sgt. Bob Flavell. As a member of the 6594th Test Group, Flavell participated in satellite recovery missions between 1968 and 1979.

The retrieval method used by the 6594th dates back to August 1961, when the Group used a C-119 Flying Boxcar to catch Discoverer 13. Such recovery missions were flown at about 150 mph and at altitudes under 15,000 feet. Intelligence satellites were retrieved as well as biosatellites, which contained plants and animals.

The 6594th's theme song was – are you surprised ? – the Perry Como tune, "Catch a Falling Star."

✦✦✦

Readers interested in early combat jets can join the Sabre Jet Historical Society. Further information about the Society can be obtained by writing Rick Mitchell, 428 Madingley Road, Linthicum, MD 21090. Also available at the same address is information about an upcoming book entitled *Sabre Jet*, which is claimed to be a complete history of the North American F-86 and its variations. ✪



Reunions

P-47 Thunderbolt Pilots Association

May 13-17, 1992

Holiday Inn - International Dr.
Orlando, FL

Contact:
Ray Sutton
1023 W. Thrush Circle
Barefoot Bay, FL 32976

(407) 664-1293

✧✧✧

20th Air Force Association

August 11-15, 1992
Seattle, WA

Contact:
Chet A. Mazur
5764 Stahelin Avenue
Detroit, MI 48228-3829

(313) 336-5093

✪

Classified...

Member wishes to purchase authentic A-2 jacket, size 42-44. If you have one to sell, please contact **Gary Dettore** at (313) 534-1850. Somebody must have one in his closet. ✪

Library Needs

Often members bring aviation magazines to the hangar and drop them off in the "Dog House" (lunch/meeting room) for others to read. These often get taken home or are thrown into the trash. The Library requests members drop magazines off for the Library, so that everyone will have an opportunity to see them.

The Library has a few subscriptions, but is trying to maintain collections of magazines that are usually dropped off by members. The magazines in this category are: *Air & Space*; *Aviation Heritage*; *Antique Airplane Historical Society Journal*; *Air Force*; *Flying*; *Fly Past*; *Naval Aviation News*; and *Wings*. In addition, the Library intends to assemble collections of WWII Group or Air Force journals or newsletters, *e.g.* ,*14th Air Force Association Journal.*

Furthermore, we are attempting to complete and maintain the following publications:

8th AF NEWS
Vol. 16, No. 4, Oct. 1990
Vol. 6, No. 1, Jan. 1980
Vol. 2, Nos. 1-4, 1976
Vol. 1, Nos. 1-4, 1975

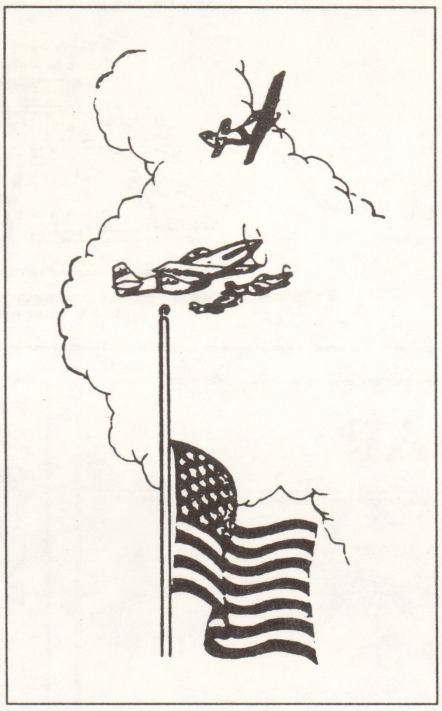
Ex-CBI Roundup
Vol. 46, No. 1, Jan. 1991
Vol. 45, Nos. 1-5 and 8-12, 1990
Vol. 44, Nos. 1,2,4,5,7,11 and 12, 1989
Vol. 43, Nos. 1-3 and 5-12, 1988
Vols. 41 and 42, 1987 and 1986
Vol. 40, Nos. 1-5 and 7-12, 1985
All prior issues.

Liberator Club - Bulletin
No. 33, Fall 1985
No. 30 and all prior issues.

Finally, we want to fill out the following issues of the Juptner series, *"U.S. Civil Aircraft."* The issues needed are:
Vol. 1, ATC #1 to 100
Vol. 2, ATC #101 to 200
Vol. 4, ATC #301 to 400
Vol. 9, ATC #801 to 900
Any Additional Editions.

All assistance in obtaining any of the documents listed above will be greatly appreciated.

~ H. Sherman



In Memory...

"Boots" Hintz
YAF #1384

Boots died December 3, 1991, in Miami, Florida. She is survived by three daughters, including member **Nancy Lockwood** of Ypsilanti, Myra Troup of Leesburg, Florida, and Mary Ann Horland of Miami, Florida; as well as seven grandchildren (including Jeff and Greg Lockwood); and six great grandchildren.

An active member since June 1983, she worked many air shows including Willow Run, Mt. Comfort, Mt. Pleasant, etc. and some Memorial Day events. She counted many friends among the YAF membership. She loved the activities and late parties, and she was always "up early" to help Louise set up retail on the flight line. Hers was possibly the only car in Miami with a YAF bumper sticker!

The Write Stuff

We Get Letters!

January 3, 1992

Mr. Larry A. Wixom
1611 Excalibur Drive
Janesville, WI 53546

Dear Larry:

Thank you for your letter and the photos. I'm returning the photos autographed as you requested. I appreciate the honor I received from the Yankee Air Force. I was certainly surprised.

When working for the cause of aviation, it's difficult to see oneself as others do. When you love human beings and airplanes and the great freedoms in the vast ocean of air in the sky that is available to us, it makes one want to work a bit harder for the cause.

I've enjoyed flying all my life. I think I've said the word airplane every day since I was five years old. It's been a filled life of flying, building, and fighting for the cause of aviation. I've gotten a lot of enjoyment from aviation that I want to share with all those that are here today and those to come in the future.

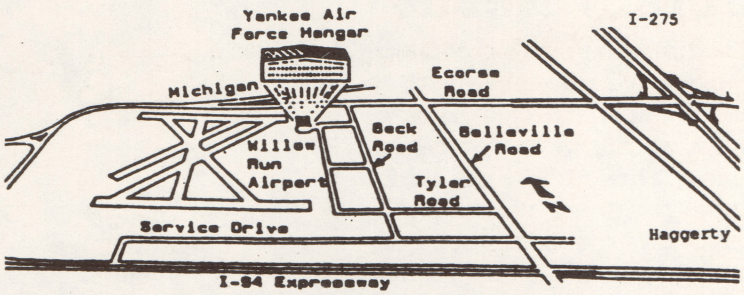
Have a good 1992. If we don't see you in Janesville before, we'll see you in Oshkosh.

Sincerely, your friend,

EXPERIMENTAL AIRCRAFT ASSOC.
/s/ Paul H. Poberezny
Chairman of the Board

YAF HEADQUARTERS - WILLOW RUN AIRPORT

Take I-94 to Belleville Road exit, North to Tyler Road, west to Beck Road, turn right and enter through second gate on your left. Or take I-275 to exit 20 - Ecorse Road. Take Ecorse Road west to Beck, proceed south to first gate on your right.



CALENDAR

I. Standing Monthly Meetings:

1st Wed	Hq. Div. General Membership (WR)
- - -	Membership Staff (Tues following WR General Membership)
2nd Tue	Saginaw Valley Div. General Membership (SV)
2nd Tue	WI/IL Stateline Div. General Membership (WI/IL)
2nd Wed	Mid-Michigan Div. General Membership (MMD)
2nd Wed	B-17 Restoration Crew (WR)
2nd Sat	Security Committee - 10:00 am (WR)
2nd Sat	Static Aircraft Restoration Crews - 2:00 pm (WR)
3rd Tue	Saginaw Valley Div. Council (SV)
3rd Wed	National Board of Governors (WR)
3rd Wed	Northeast Div. General Membership - 7:00 pm (NED)
4th Tue	WI/IL Stateline Div. Council - 7:00 pm (WI/IL)
4th Wed	Northeast Div. Council (NED)
4th Wed	Mid-Michigan Div. Council (MMD)

II. Future Events:

Mar. 1-29 • Aviation paintings of Chris Kowell and selections from FAA's 1991 Children's International Aviation Art Contest at Kalamazoo Air Zoo. (616) 382-6555

III. Notes:

- All meetings listed above are open to all YAF members.
- All meetings begin at 7:30pm, unless otherwise noted.
- Any additions or corrections to the calendar should be submitted to Jim Hanford, Tel. (313) 562-3283, by the copy deadline shown on this page.

President.....Joe Oberlee
Editor.....Jim Hanford
Graphic Design.....Gary Redfern
.....Linda Terentiak
Staff.....Graham Armstrong, Todd Hackbarth, Earl Hewett, Randy Hotton, Charlie Lingenfelter, Dennis Norton, Robert Pauley, Brian Rogers, Harold Sherman, Jack Stankrauff.
Distribution.....Charles and Jo Ann Lingenfelter, Dean and Jeanne Green, Soren Kalen.
Typesetting & Printing.....Cheri and Roy Stearns.
Proofreading.....Lana Presley and Brian Roberts.

Published bi-monthly for Yankee Air Force, Hangar 2041, A Street, Willow Run Airport, P.O. Box 590, Belleville, MI 48112-0590 (313) 483-4030. Yankee Air Force Inc. is a non-profit corporation organized under the laws of the State of Michigan, and exempt from taxation under IRS Codes Section 501 (C) (3).

Yankee Wings is an official publication of the Yankee Air Force. Opinions expressed within may not reflect the position of the Yankee Air Force or its officers. Permission is granted to reproduce any part of this publication provided credit is given to *Yankee Wings*. Copy deadline for the March/April and May/June issues are March 6 and May 1 respectively.

YANKEE AIR FORCE
P.O.Box 590
Belleville, MI 48112-0590

Bulk Rate
Permit
No. 56
Belleville, MI